1966 CHEVY II

OWNER'S GUIDE

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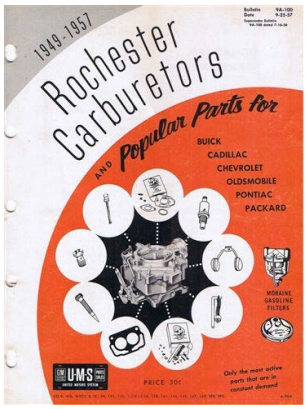

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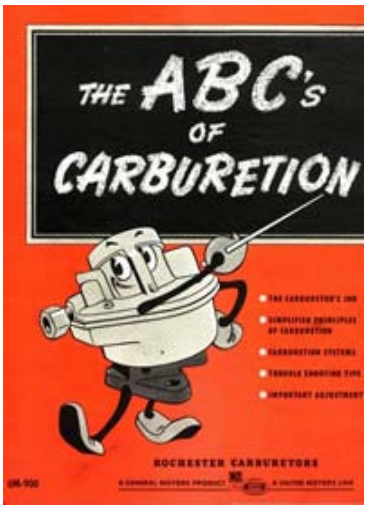

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A WORD FROM CHEVROLET . . . .

This Owners Guide contains important information regarding the operation and maintenance of your Chevy II.

In order to obtain maximum enjoyment and usage from your car, we suggest that you familiarize yourself with the contents of this booklet and follow the recommendations outlined.

Your Chevrolet dealer has the trained personnel and specialized equipment to properly service your Chevy II. Have him inspect your car and perform any maintenance adjustments required.

We would like to take this opportunity to thank you for choosing a Chevrolet product—and assure you of our continuing interest in your motoring pleasure and satisfaction.

CHEVROLET MOTOR DIVISION • **GENERAL MOTORS CORPORATION**
DETROIT, MICHIGAN 48202

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SECOND EDITION
OCTOBER, 1965

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All information contained in this booklet is the latest product information available at the time of printing. The right is reserved to make changes at any time without notice.

YOUR CHEVY II'S FIRST FEW HUNDRED MILES OF DRIVING

Sound design and precision manufacturing methods will permit you to operate your new Chevy II from its very first mile without adhering to a formal "break-in" schedule. However, during the first few hundred miles of driving you can, by observing a few simple precautions, add to the future performance and economy of your car.

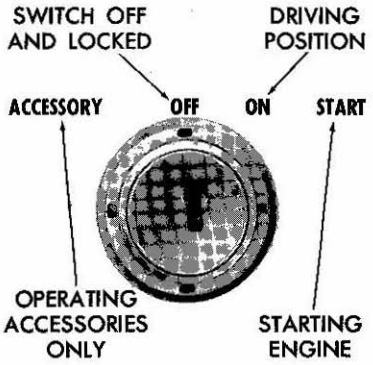
It is recommended that your speed during the first 500 miles be confined to a maximum of 60 M.P.H., but do not drive for extended periods at any one constant speed, either fast or slow. During this period, avoid full throttle starts and, if possible, abrupt stops.

Gentle braking during the first few hundred miles of operation will result in longer brake life and better future performance. Avoid hard stops especially during the first 200 miles of operation since brake misuse during this period will destroy much future brake efficiency.

Always drive at a moderate speed until the engine has completely warmed up.

DRIVING FOR ECONOMY

Proper maintenance and wise operation will combine to help you achieve maximum fuel economy with your Chevy II. Your Authorized Chevrolet Dealer can properly tune and maintain your car but wise operation is your responsibility. Give the car sufficient warm-up time, do not make full throttle starts or needless sudden stops, and drive at reasonable speeds and as steadily as traffic permits to gain the benefits of all the economy built into your Chevy II.



IGNITION SWITCH

The ignition switch has four positions as shown. The key may be removed only when the switch is in the OFF position. The key must be pushed in as you turn to ACCESSORY position for operating the accessories when the engine is not running.

STARTING THE ENGINE

AUTOMATIC TRANSMISSION — Place selector lever in N or P position. The engine will not start when lever is in any other position.

MANUAL TRANSMISSION — Place gearshift control lever in Neutral and depress clutch pedal to the floor.

ENGINE COLD — Depress accelerator pedal to floor and release. This presets the automatic choke. With manual choke, pull control knob fully out while holding pedal down.

ENGINE HOT — Depress the accelerator pedal part way down and hold while starting.

DURING EXTREMELY COLD WEATHER (O° F. and below)— Depress the accelerator pedal part way down and hold while starting.

Turn ignition switch to START and release as soon as engine starts. With manual choke, set control knob for smooth engine operation.

"FLOODED" ENGINE — Depress accelerator pedal to floor and hold while cranking engine. Never "pump" the accelerator pedal.

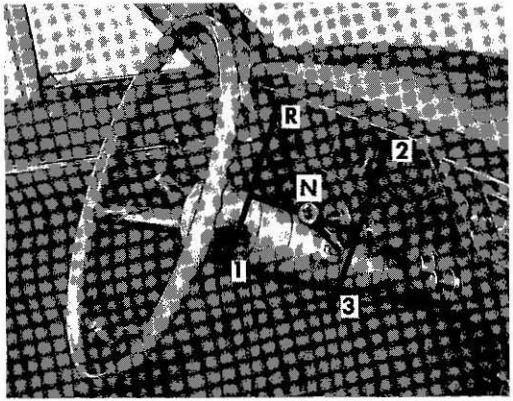
WARM-UP

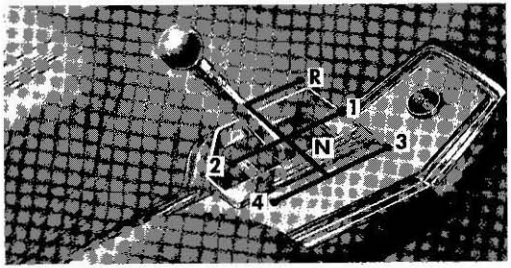
Always let the engine idle for a moment or two after starting and drive at moderate speeds for several miles, especially during cold weather. As soon as the engine will run smoothly without the choke, push the choke control fully in.

CAUTION: *Carbon monoxide is a poisonous gas produced by the engine of any car. It is odorless, so you cannot detect its presence. Be safe. Never start or run engine in a closed garage, or park with the windows closed and the engine running.*

MANUAL CHOKE

The Chevy II with the Super-Thrift 4-cylinder engine is equipped with a manual choke. Since the choke operates to enrich the fuel mixture delivered to the carburetor, its improper use can result in excessive fuel consumption. Use the choke, as outlined under "Starting," only until the engine warms up. Then if the choke is still necessary to provide smooth engine operation your Chevrolet dealer should be called upon to perform such engine adjustments as may be necessary.





DRIVING WITH THE CHEVY II MANUAL TRANSMISSIONS

The 3-speed manual transmission shift positions follow the standard pattern shown at the left. The 4-speed transmission shift lever, extending from the floor, has its special shift pattern diagram located on the floor plate. Depress the clutch pedal fully before attempting to shift to a different gear, then release the pedal to move in that gear. Shifting into 2nd and 3rd gear as soon as possible will add appreciably to your fuel economy. Always shift into a lower gear, when slowing down, before the car begins to "lug" or labor and also when descending steep hills. Both transmissions, being fully synchronized, may be downshifted into 1st gear at any speed below 20 m.p.h. Shift into Reverse gear only after the car has stopped. Always depress and release the clutch pedal fully when shifting.

When a push start is necessary turn off all electrical loads such as heater, radio, and, if possible, lights, turn on the key, depress the clutch, and place the shift lever in 3rd gear. Release the clutch when your speed reaches 10 to 15 miles per hour. Extra effort will be required to operate power steering and power brakes until the engine starts.

FOUR SPEED TRANSMISSION REVERSE SHIFT — Lift up on the reverse release cable handle just below the shift lever knob when shifting into reverse gear. The shift linkage may be adjusted to allow "short stroke" shift lever operation. See your Chevrolet Dealer.

DRIVING WITH THE POWERGLIDE AUTOMATIC TRANSMISSION

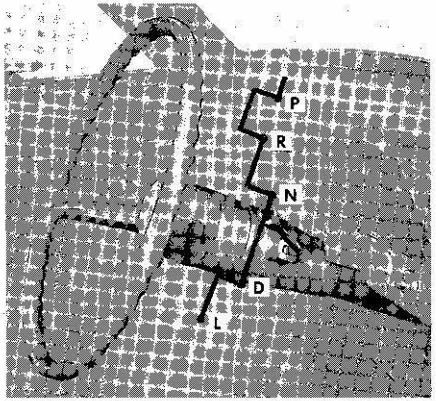
The Powerglide is a completely automatic transmission which replaces the standard clutch and transmission. After starting the engine with the selector lever in N (Neutral) or P (Park) position, select the range desired (see tables below) and depress the accelerator. A gradual start with a steady increase in accelerator pressure will result in greatest fuel economy. Rapid acceleration for fast starts will result in greater fuel consumption.

COLUMN SHIFT LEVER

The heavy line in the illustration below indicates the movement of the shift lever as it is lifted to shift into Reverse or Low and into or out of Park position.

FLOOR CONSOLE SHIFT LEVER

The floor console shift lever may be moved freely between Neutral and Drive. Press lightly on the shift lever button as you shift into Reverse or Low. Depress the button fully when shifting into or out of Park position. Exercise care in depressing the button to prevent unintentional shifts to Park or Reverse.



P—PARK	Use only when car is stopped.
R—REVERSE	For backing car—from stop.
N—NEUTRAL	For standing (Brakes Applied).
D—DRIVE	For forward driving. Depress accelerator to floor for extra acceleration below 45 mph—V-8, 40 mph—L-6.
L—LOW	For hard pulling through sand, snow or mud, and for climbing or descending steep grades. Do not shift to L above 40 mph.

HOLDING CAR ON AN UPGRADE

When stopped on an upgrade, maintain your position by applying the brakes. Never hold the car in place by accelerating engine. This could cause damage by overheating the transmission.

"ROCKING" CAR

"Rock" the car to free it from mud, sand or snow by accelerating the engine as required and moving the transmission selector lever between D and R positions.

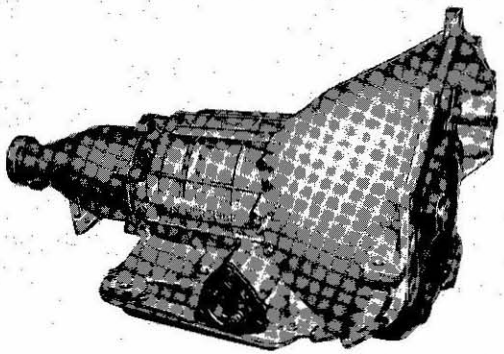
PUSHING TO START — POWERGLIDE

Turn off all electrical loads such as radio, heater and, if possible, lights until the engine starts.

With the ignition key turned ON and the transmission in N (neutral), allow the car speed to reach 25 to 30 miles per hour. Then shift the transmission to L (low) position. After the engine starts, the transmission may be operated in the normal manner. Never tow the car to start. Extra effort will be required to operate the power brakes and power steering until the engine starts.

TOWING

The car may be towed safely on its rear wheels with the selector lever in "N" (Neutral) position at speeds



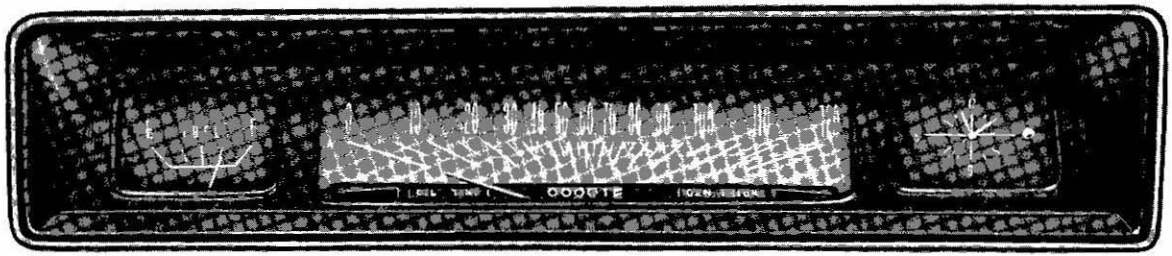
of 35 miles per hour or less under most conditions.

However, the drive shaft must be disconnected or the car towed on its front wheels if 1) Tow speeds in excess of 35 mph are necessary, 2) Car must be towed for extended distances (over 50 miles) or, 3) Transmission is not operating properly. If car is towed on its front wheels, the steering wheel should be secured to maintain a straight ahead position.

PARKING YOUR CAR

Always engage the parking brake and place the transmission selector lever in "Park" position when leaving your car unattended.

INSTRUMENTS



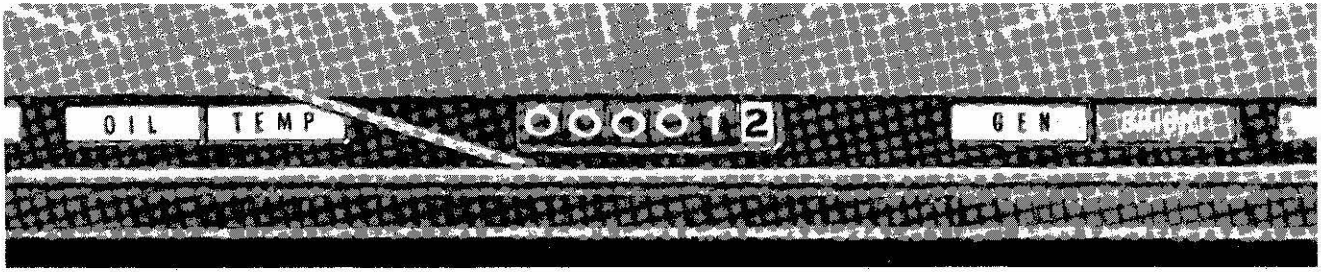
The instruments, gauges and indicator lights conveniently grouped in the instrument cluster are designed to tell you at a glance many important things about the performance of your car. The information on this and the following page will enable you to more quickly understand and properly interpret these instruments. Familiarize yourself with their location and purpose and make it a practice to scan the instrument cluster as you start the engine, after it starts, and periodically as you drive.

HEADLIGHT BEAM INDICATOR LIGHT

The headlights of your Chevy II have high and low beams to provide you with proper night-time visibility during all driving conditions. The "low" beams are used during most city driving. The "high" beams are especially useful when driving on dark roads since they provide excellent long range illumination. The headlight beam indicator will be on whenever the high beams or "brights" are in use. The Headlight Beam Switch controls the headlight beams (see Page 11).

FUEL GAUGE

This electrically operated gauge registers correctly when the ignition switch is in the "on" position. When the ignition switch is turned "off," the needle will not necessarily return to the empty mark but may stop at any point on the dial.



ENGINE TEMPERATURE INDICATOR LIGHT

An indicator light is provided in the instrument cluster to indicate a normal operating engine temperature and also quickly warn of an over-heated engine. As you start the car, the red indicator light will go on to let you know that it is operating properly.

After the engine starts, the red light will go out immediately. It will light up at no other time unless for some reason the engine reaches a dangerously high operating temperature. If the red light should come on, the engine must be stopped until the cause of the overheating is corrected.

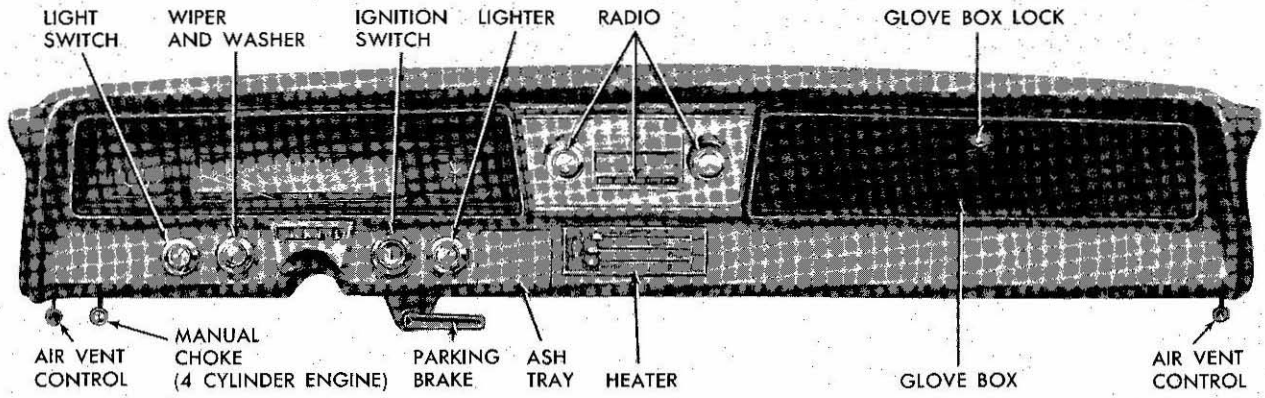
Check this light frequently as you drive. Engine temperature is normal as long as the red light is off.

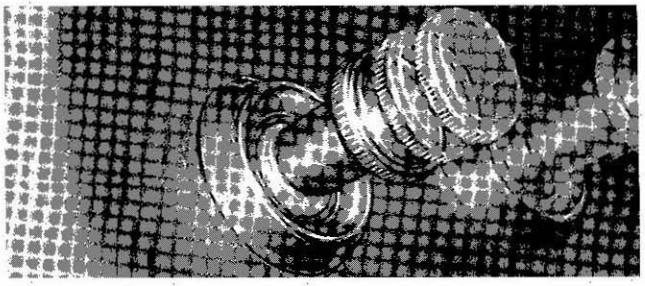
OIL PRESSURE INDICATOR LIGHT

This light will be on when the ignition switch is turned on and should go out after the engine is started. Occasionally the light may be seen to flicker momentarily, but this will do no harm. However, if the light remains on during normal driving speeds the engine should be stopped until the cause of the trouble can be located and corrected. Driving the car with low oil pressure can cause serious engine damage.

GENERATOR INDICATOR LIGHT

This light provides a quick check on the generating system of your Chevy II. The red light will be on when the ignition key is in the "on" position, but before the engine is started. After the engine starts, the light should go out and remain out. If the light remains on when engine is running, have your Authorized Chevrolet Dealer locate and correct the trouble as soon as possible.

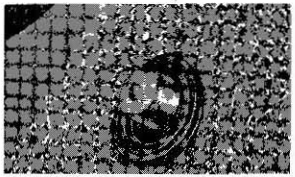


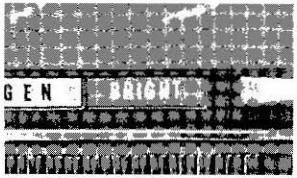


LIGHT SWITCH

The three position light control switch controls the headlights, taillights, parking lights, instrument lights and dome lights as shown. The headlight and parking light circuits are protected by a circuit breaker in the light switch. An overload will cause the lights to "flicker" on and off. If this condition exists, have your Chevrolet Dealer check your headlight and parking light wiring immediately.

HEADLIGHT BEAM SWITCH

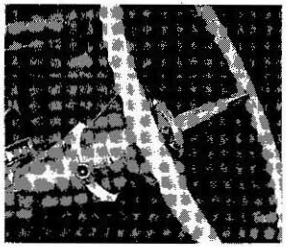




"High" and "low" headlight beams are controlled by the floor button at your left foot. The Headlight Beam Indicator, located in the instrument cluster, will show "BRIGHT" when the high beams are in use. Always use "low beam" when approaching or following other cars.

TURN SIGNAL

Move the lever up for a right turn and down to indicate a left turn. The instrument panel indicators will flash to indicate the direction of the turn being signaled.



When the turn is completed, the lever will return to neutral. In the event of a very wide turn, it may be necessary to turn off the signal manually.

LIGHTING SYSTEM TROUBLE CHECKS

- If the tail light fuse blows out, the instrument panel lights will also be inoperative. Check both the instrument panel fuse and the tail light fuse. (See page 40.)
- When the turn signal indicator comes on but does not flash, check for burned out turn signal or stop lamp or see if the wrong flasher is being used.
- If the turn signal indicator action is extremely rapid, it is probable that the wrong flasher has been installed.
- If the turn signal indicator comes on but no clicking is heard, replace the flasher.
- Replace the turn signal indicator bulb if the flasher "clicks" but the turn signal indicator does not come on.
- If the headlights flicker on and off, see your Authorized Chevrolet Dealer immediately.

BRAKES

All Chevy II models are equipped with self-adjusting brakes which eliminates periodic brake adjustments. The self-adjusting mechanism is actuated, as needed, every time the car is moved in reverse and the brakes applied. It is possible, however, for excessive brake pedal travel to develop if the required reverse movement with a brake application does not take place during a prolonged period of stop and go forward driving. Should this occur, the car should be driven backward and forward with the brakes applied at the end of each directional movement, until the brake pedal travel is back to normal. If this procedure fails to restore normal pedal travel, or if any abnormally rapid increase in pedal travel is experienced, immediate inspection should be made by your Authorized Chevrolet Dealer. Care should be exercised to assure that full brake pedal travel cannot be obstructed by improper floor mats or other interfering material under the pedal.

Power Brakes

Cars equipped with power brakes utilize engine vacuum to reduce the braking effort to much less than is required with regular brakes. A built-in vacuum reserve will supply two or more power assisted brake applications after the engine has stopped. After this, additional foot pressure will be needed for brake response.

Parking Brake

The hand operated parking brake is conveniently located just to the right of the steering column.

- Pull the cane type handle toward you to apply the parking brake. This mechanically sets the rear wheel brakes. The handle will remain in the extended position while the parking brakes are applied.
- To release the parking brake, turn the handle clockwise and allow it to return to its original position.

METALLIC BRAKE LININGS

Vehicles equipped with optional metallic brake linings, whether with standard or power brakes, will require somewhat more relative pedal pressure when cold than conventional brake linings. This condition will exist only until the units warm up, several stops at most.

CLUTCH ADJUSTMENT

Clutch adjustment should be checked and adjusted periodically as necessary to compensate for clutch facing wear. To check, depress pedal by hand until resistance is felt. Free travel of pedal should be approximately ¾ inch; if very little or no free travel is evident, clutch adjustment is required.

WINDSHIELD WIPER AND WASHER

Turn the control knob clockwise to start electric windshield wiper. The two-speed electric wiper has both a "low" and a "high" speed position.

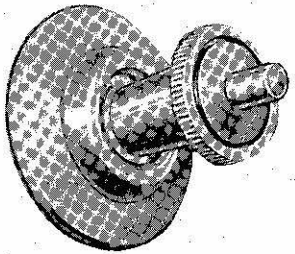
The washer operating button is located in the center of the wiper control knob. Pressing the button will send a measured amount of water or other cleaning agent onto the windshield and will also cause the wiper knob to turn, thus starting the wiper motor. The wiper will then continue to operate until manually turned off at the wiper knob.

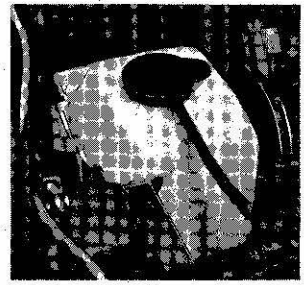
Keep the water container under the hood filled at all times. Avoid operating the washer when jar is empty.

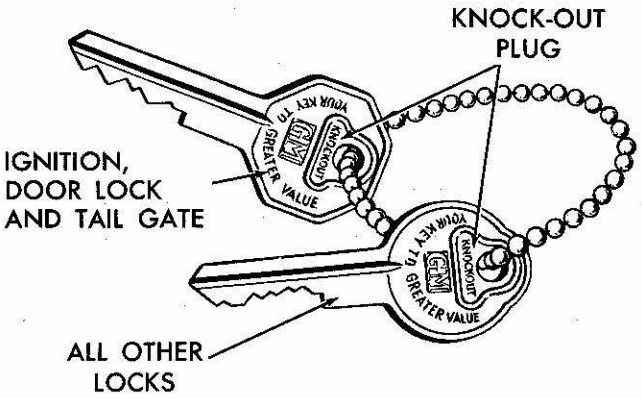
G. M. Windshield Washer Solvent and Anti-freeze added to the water aids in cutting road film and grease from the windshield, and prevents freezing in the winter.

Solvent should be used according to the directions on the bottle. Be certain to use the correct concentration during freezing weather.

Fill the washer jar only ¾ full during the winter to allow for expansion if the temperature should fall low enough to freeze the solution.







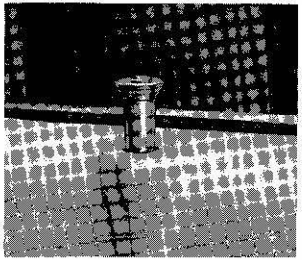
The octagonal-end key operates the ignition switch, front door locks and (on station wagons) the tailgate lock.

The round-end key operates the locks for the glove box and the trunk.

Each key has a serial number stamped on a removable plug. This number will enable you to have another key made in the event that the original is lost.

To avoid the possibility that unauthorized persons might duplicate your key, it is strongly recommended that you record the serial number and then, with a hammer and punch, remove the knockout plug.

Door Locks



Chevy II door locks are designed both for passenger safety and for the security of your car and possessions. Always keep the doors locked when driving as well as when leaving the car unattended.

Locking the Doors

FRONT DOORS: *Inside*—push inside release handles fully forward. *Outside*—use ignition key.

REAR DOORS: *Inside*—push down on locking button. (Rear doors can be locked from the inside only.)

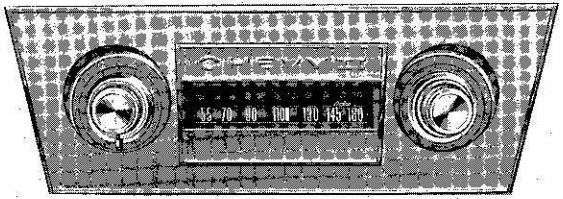
Unlocking the Doors

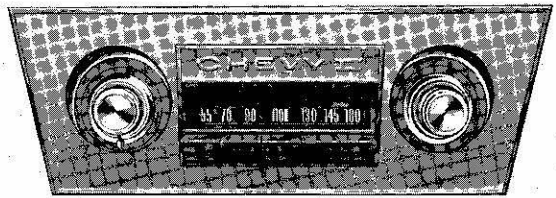
FRONT DOORS: *Inside*—pull inside release handles fully rearward. *Outside*—use ignition key.

REAR DOORS: *Inside*—lift up on locking button. (Rear doors must be unlocked from inside.)

The rear door release handles are inoperative whenever the locking button is depressed. This feature is of particular value if young children ride in the back seat. Before the rear door can be opened from either inside or outside, the locking button must be raised.

CHEVY II "ALL TRANSISTOR" RADIOS





ANTENNA

The antenna is most effective when fully extended.

To operate the radios, the ignition switch must be in "ON" or "ACC" position.

● ● ● MANUAL AM RADIO

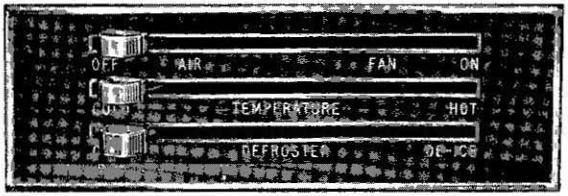
The left hand radio control knob is the "on-off" switch and volume control knob. At its base is the tone control knob with which the radio tone may be varied from bass to treble.

The right hand knob is the manual selector. When the optional rear seat speaker is installed, a knob at the base of the station selector knob allows use of either front or rear speaker, or both speakers simultaneously.

● ● ● PUSH BUTTON AM RADIO

In addition to the manual controls, the Push Button Radio provides five push buttons with which to automatically select preset stations. To preset, allow the radio several minutes to become thoroughly warmed up, pull the push button "out" as far as it will go, tune in the desired station manually and then push the button fully "in." Repeat this operation for each push button.

HEATER



Push the AIR-FAN lever to the right to "AIR" to allow outside air to pass through the heater. Further movement of the lever operates the low, medium and high speeds of the fan.

Adjust TEMPERATURE lever as required to give the desired degree of heat. Full right position provides maximum heat.

Move the DEFROSTER lever to the right when windshield defrosting is needed. Full right position diverts the entire air flow to the defroster. Vary TEMPERATURE lever as required.

HEATER OPERATING TIPS

Always brush snow from the hood and air inlet in front of the windshield before operating the heater.

Keep all windows and vents closed to eliminate dust, road and wind noise and uncomfortable drafts.

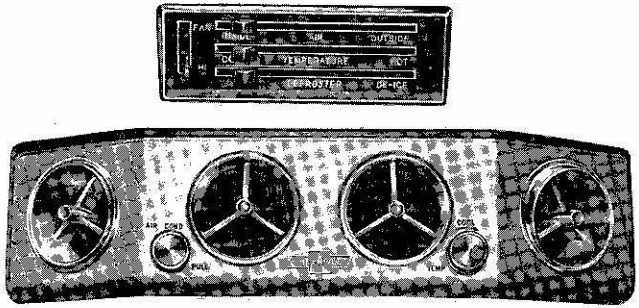
Operate the heater for several minutes before turning on the defroster.

For most satisfactory heater operation and air circulation, operate fan on low or medium speeds for normal operation and high speed for quick warm-up and during extremely low temperatures.

For adequate rear seat heating, the area beneath the front seat must not be blocked by carpeting, rags, paper or other material.

For additional summer ventilation move the DEFROSTER and AIR levers to fully open and operate the fan as desired.

ALL-WEATHER AIR CONDITIONING SYSTEM



The Chevy II All Weather Air Conditioning System operates in conjunction with the heater to provide conditioned air for passenger comfort during every season of the year. Air flow may be directed through two side louver outlets and four ball outlets.

Operation

For maximum cooling capacity when first turning on the system and during periods of extreme heat and humidity, set the AIR lever to INSIDE, the TEMPERATURE lever to COLD, and the DEFROSTER lever to OFF. Push the three speed FAN switch fully down, pull the "AIR COND" knob on the under dash unit fully out, and rotate the TEMP-COOL knob fully clockwise. Cooled, recirculated air will flow from the adjustable outlets.

During periods of less severe heat and humidity the AIR lever may be set to the right to blend in a portion of outside air. Vary the TEMP-COOL knob and the FAN switch (which must be turned "ON" during cooling operations) as necessary to satisfy your comfort requirements.

CUSTOM AIR CONDITIONING SYSTEM

The Custom Air Conditioning System will provide you with warm weather driving comfort.

Operation

- Turn the FAN knob to control the three-speed blower as desired.
- The TEMP-COOL knob may be regulated to provide the degree of cooling desired. Fully clockwise provides maximum cooling.

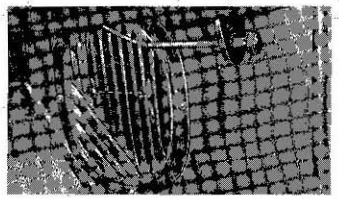
AIR CONDITIONER OPERATING TIPS

- Close all windows and vents when operating the system except for the first few minutes of operation when the car interior is very hot.
- For most efficient cooling when driving at elevations of 4000 feet or more, turn the TEMP-COOL knob slightly counterclockwise.
- On the all-weather system move the AIR COND-PULL knob partially out to divide air flow between the heater and air conditioner outlets. Adjust the heater TEMP lever and the AIR CONDITIONER TEMP-COOL knob to provide desired heat at floor level and cooled air at breathing level.

OTHER FEATURES

AIR VENTS

The air vents in each kick panel admit air from the vent grille just ahead of the windshield. Control knobs shown below open and close the vents.



CLOCK

Reset the clock, if your car is so equipped, by pulling out the knob and turning the hands clockwise if slow, counterclockwise if fast. This will, if the clock error is three minutes or more, automatically compensate for time gain or lag. Several resettings, several days apart, may be needed to properly adjust the clock mechanism. Have your clock cleaned and oiled by a competent clock serviceman at least every two years.

ASH TRAY

Pull on the lower edge of the ashtray to open. To remove the tray, pull fully out, depress, and then remove. To install, insert tray in opening and push back into place.

FRONT SEAT ADJUSTMENT

The front seat may be quickly and easily adjusted forward or rearward to provide maximum driving comfort. (Your Authorized Chevrolet Dealer can make additional adjustments to further tailor the seat to your particular comfort requirements. When the additional adjustment is made rearward on a station wagon, the front seat back may be damaged if the second seat is folded with the front seat in its rear position.)

Pull back the seat adjuster lever, located on outboard side of the front seat, to unlock the seat and allow adjustment to the front or rear. As the seat slides forward, it tilts slightly to provide best posture and increased driving ease. Release the lever to lock the seat in the desired position.

POSITRACTION REAR AXLE

The optional Positraction rear axle will give you constant driving force on both rear wheels, especially helpful in the winter and during other slippery driving conditions which might stop a conventionally equipped vehicle. During turns, the positraction axle applies the major driving force to the inside rear wheel thus improving stability and cornering. Normal light throttle application will supply maximum traction. When starting with one rear wheel on an excessively slippery surface, slight application of the parking brake may be necessary momentarily to gain maximum traction.

SUPERLIFT AIR ADJUSTABLE SHOCK ABSORBERS

Optional Superlift air adjustable shock absorbers allow you to ride with the trunk or load space of your car or station wagon fully loaded but with no annoying sag or bumps. Air is added to the rear shocks as needed through the air valve located along side the gas filler neck.

A minimum pressure of 10-15 psi. should be maintained at all times. After the car is loaded, pressure may be increased until the rear of the vehicle reaches the desired riding height or to a maximum of 90 psi.

GLOVE BOX

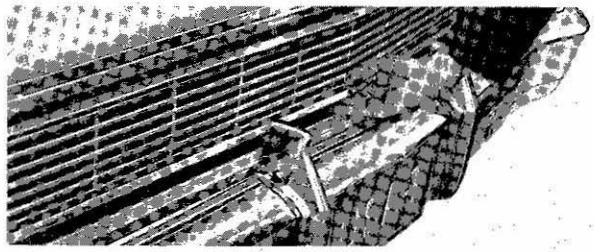
The glove box is locked and unlocked with the round key.

POWER STEERING

The optional Chevy II Power Steering system supplies about 80% of the effort needed to turn the front wheels. Should the engine stop, your Chevy II may still be steered safely, but with somewhat greater effort.

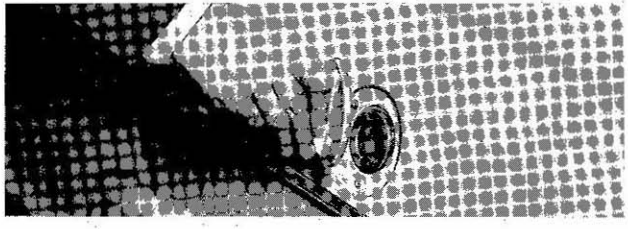
HOOD RELEASE

Pull the hood release to open the counterbalanced hood. If the hood must be slammed to insure closing, it is in need of adjustment. A hard slam should not be necessary.



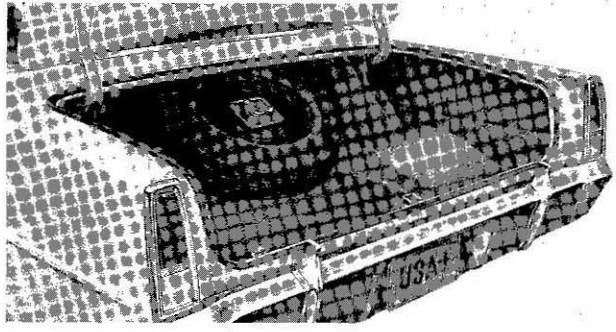
GAS CAP

The gas cap is located in the left rear fender in all models of the Chevy II passenger cars and station wagons. Turn the cap to the left to open and to the right to close. When closed the cap fits flush with the fender. The cap is not vented.



REAR COMPARTMENT

Unlock and open the counterbalanced trunk lid with the round-end key. Close the lid firmly to close the lock. The spare tire and auto jack are located in the trunk as shown.

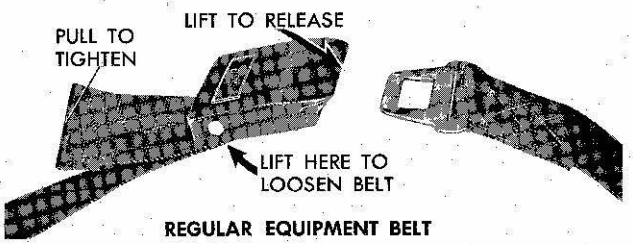


CHEVY II SEAT BELTS

Fasten your seat belt by pushing the metal catch into the buckle until it "snaps" into place. Tighten the belt until comfortably snug by pulling on the loose end extending from the buckle. *Do not wear the belt loosely.* Loosen by turning the entire buckle outward. Lift up the buckle lever to unlatch and release the belt. *Never buckle an individual seat belt around more than one person.*

It is recommended that seat belt retractors be used on the outboard belt half only. When buckling the belt be sure it is fully extended *so there is no webbing wound around the retractor drum,* then adjust for proper fit at the buckle.

Clean belts when necessary, without removing from the car, with a stiff bristle brush using a detergent recommended for nylon. *Never bleach or dye seat belts.*



REGULAR EQUIPMENT BELT

OPTIONAL BELT

LOWERING THE TAILGATE

Before opening the tailgate, be sure to *fully* lower the tailgate window. Operation of both types of window is outlined below. Under no condition do we recommend driving with the tailgate (lower portion) open, and under most driving conditions it is best to keep the station wagon tailgate window closed. However, if desired, air can be circulated through the vehicle while driving if the tailgate window is opened several inches and the air vent in each kick panel open or the heater blower "ON", while all other windows in the vehicle are closed.

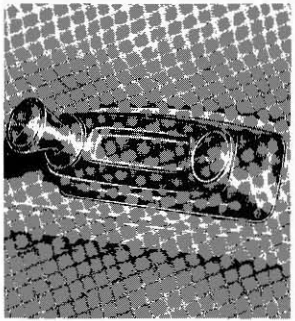
Manually Operated Tailgate Window

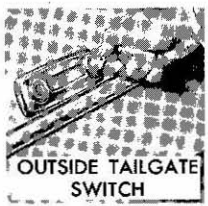
Unlock the tailgate using the ignition key, then lower the window by pulling out the window regulator handle at the arrow end and turning the handle counterclockwise. Rotate handle clockwise and snap into place.

Raise the window by pulling out the window regulator handle at the arrow end and turning the handle clockwise. Rotate handle counterclockwise and snap into place.

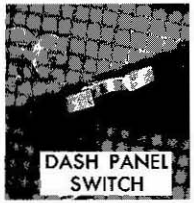
To open the tailgate, lower the window all the way down, lift the release handle located on the inside just below the window and pull the tailgate open.

To close the tailgate lift into position and slam firmly.





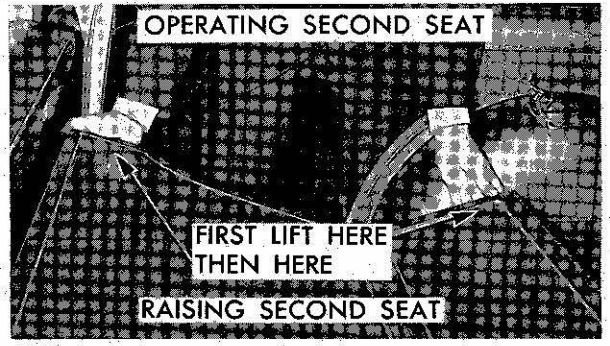
OUTSIDE TAILGATE SWITCH



DASH PANEL SWITCH

Electrically Operated Tailgate Window

Operate the optional electric tailgate window by means of one of the switches pictured. Use the ignition key to operate the window from outside. Open the tailgate by rolling the window *fully* down and lifting the release handle inside the tailgate.



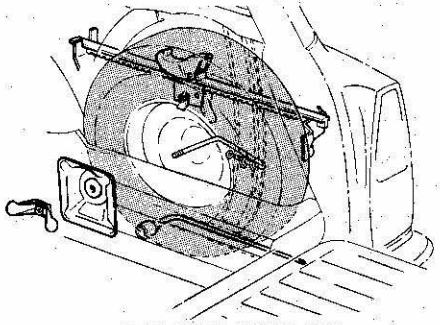
OPERATING THE FOLDING SEATS

The rear seat of your Station Wagon may be quickly and easily converted into cargo space when needed.

- Release the locking lever on the right hand side of the rear seatback.
- Pull seatback forward and down.
- To raise the seat, lean on the front edge of the seatback panel to remove tension from the filler panel, lift up the filler panel at the location shown above, then lift seat back up and rearward until it locks into place.
- Operate both sections of the optional two-section second seat in the same manner.

STATION WAGON SPARE TIRE AND JACK STORAGE

The spare tire and jacking equipment are stowed behind in the right rear quarter panel. The tire is covered by a plastic boot. The boot should be removed and installed while the wheel and tire are out of the vehicle. A movable flap allows access to the large wing nut which secures the tire and jacking equipment. Be sure the jacking equipment is properly installed before the tire is set into place to avoid annoying rattles.



STATION WAGON

CLEANING YOUR CHEVY II

EXTERIOR APPEARANCE

Your Chevy II is finished with General Motors "Magic-Mirror" acrylic lacquer. This is a finish of maximum beauty which, in depth of color, gloss retention and durability is superior to conventional lacquer finishes.

Washing Your Chevy II

The best way to preserve the finish and maintain original beauty of appearance is to keep it clean. Wash the car in lukewarm or cold water. Never use strong soap or chemical detergents. Cleaning agents should be quickly flushed from the surfaces.

Polishing and Waxing Your Chevy II

Although acrylic paint on your car is durable, you may wish to wax or polish for added protection. Your Chevrolet Dealer offers many polishes and waxes now available which have proven of real value in maintaining a good paint finish. When using a tar and road oil remover, be certain it is safe for use on acrylic painted surfaces.

Protection of Exterior Bright Metal Parts

Bright metal parts should be cleaned regularly to maintain luster. Washing with water is all that is usually required. However, G. M. Chrome Polish may be used on CHROME or STAINLESS STEEL trim if necessary. Use special care with ALUMINUM trim. Never use auto or chrome polish, steam or any caustic soap to clean aluminum.

A coating of wax, rubbed to a high polish, is recommended for all bright metal parts.

Cleaning White Sidewall Tires

Use a tire cleaner which will not harm aluminum trim. A stiff brush may be used with the cleaner to remove road grime and dirt from white sidewall tires.

INTERIOR APPEARANCE

- Use Leather Cleaner to clean imitation leather, vinyl or coated trim fabric on seats or door panels.
- Kar Kleen Upholstery Cleaner will remove most stains.
- Use of a volatile cleaner is recommended for oil, grease, and road grime stains.
- Polish should not be used to clean interior bright finish parts. Abrasive compounds used in most polishes may damage the finish. Cleaning with a damp cloth, then rubbing with a polishing cloth is all that is required.
- Use soap and other solutions with caution.

Your Chevy II is designed to operate efficiently on "Regular" or "Premium" grade fuels commonly sold in the United States and Canada, depending on the engine installed in your car. The table below indicates the fuel grade requirements for various Chevy II engines.

ENGINE	FUEL GRADE
All 4 & 6 CYLINDER	Regular
283 Cu. In V-8	Regular
327 Cu. In. V-8	Premium

Use of a fuel which is too low in anti-knock quality will result in "spark knock." Since the anti-knock quality of all regular grade or of all premium grade gasolines is not the same and factors such as altitude, terrain and air temperature affect operating efficiency, knocking may result even though you are using the grade of fuel recommended for your engine. If persistent knocking is encountered, it may be necessary to change to a higher grade of gasoline and, if knocking continues, consult your authorized Chevrolet Dealer.

In any case, continuous or excessive knocking may result in engine damage and constitutes misuse of the engine for which the Chevrolet Division is not responsible under terms of the Manufacturer's New Vehicle Warranty.

Operation in a Foreign Country

If you plan to operate your Chevy II outside the continental limits of the United States or Canada, there is a possibility that the best available fuels are so low in anti-knock quality that excessive knocking and serious engine damage may result from their use. To minimize this possibility, write to Chevrolet Motor Division, General Motors Corporation, Service Operations Department, Detroit, Michigan 48202, giving:

1. The compression ratio of your engine (see page 42)
2. The engine serial number (see page 41)
3. The country or countries in which you plan to travel.

Your dealer can assist you in obtaining this information. You will be furnished details of adjustments or modifications which should be made to your engine by your Chevrolet Dealer prior to your departure.

Failure to make the necessary changes to your car and subsequent operation under conditions of continuous or excessive knocking is considered misuse of the engine for which the Chevrolet Division is not responsible under terms of the Manufacturer's New Vehicle Warranty.

After arriving in a foreign country, contact the nearest authorized General Motors Dealer for brand names of the best fuels available and advice as to where they may be purchased.

OIL VISCOSITY AND QUALITY

The use of high quality oil of the correct viscosity is your best assurance of continued reliability and performance from your engine.

It is recommended that you use an oil which, according to the label on the can is:

(1) intended for service MS and

(2) passes car makers' tests or meets General Motors Standard GM 4745-M.

Oils conforming to these types contain detergent additives.

Lowest Anticipated Temperature During Time Oil Will be in the Crankcase	Single Viscosity Oils	Multi-Viscosity Oils
32° F.	SAE 20 or 20W	SAE 10W-30
0° F.	SAE 10W	SAE 10W-30
Below 0° F.	SAE 5W	SAE 5W-20

NOTE 1: SAE 30 or 10W-30 is recommended when most of the driving is at high speeds and/or at temperatures above 90° F.

NOTE 2: SAE 5W-30 oils may be used during periods when temperatures of 32° and below are to be expected.

OIL LEVEL

Regardless of the change interval being followed check the oil level (with the engine hot) on the dipstick regularly. Keep oil level between the FULL and ADD marks, by adding oil when level is at or below the ADD mark. It is not necessary to keep the level at the FULL mark. DO NOT OVERFILL.

AIR INJECTION REACTOR (A.I.R.)

(California Vehicles Only)

The Air Injection Reactor System is standard equipment on most 1966 GM cars and trucks delivered in California. This new air pollution control system is entirely separate from the Positive Crankcase Ventilation System and is designed to reduce air pollution caused by engine exhaust tailpipe gases by "treating" the unburned hydrocarbons and carbon monoxide as they are expelled from the combustion chamber into the exhaust manifold. A sealed bearing pump, driven by the engine, compresses, distributes and injects clean filtered air at the exhaust port of **each** cylinder. Here it combines with the unburned hydrocarbons and carbon monoxide at high temperatures in a chemical reaction, producing a "treated" exhaust that is below the maximum allowable level for air pollution from this source. This does not reduce the danger of inhaling any concentration of carbon monoxide in a confined area. See Page 4 for carbon monoxide warning.

The Air Injection Reactor System requires no special maintenance other than an annual belt inspection and adjustment. The annual engine tune-up recommended for normal engine efficiency, operation, and performance is important for the A.I.R. system's continued effectiveness.

COOLING SYSTEM CARE

Your Chevy II engine cooling system is equipped with a 180° thermostat (195° when Air Injection Reactor System is installed) and is designed to operate on permanent type (ethylene glycol) anti-freeze. Non-Permanent type coolants are not recommended since they are not satisfactory for year around use and may not effectively inhibit corrosion of the engine cooling system when used with the quality of water found in some areas.

If the anti-freeze was installed at the factory or if it meets the requirements of General Motors Standard GM 1899-M which contains adequate corrosion protection, it may be left in the cooling system for 24 months or 24,000 miles, whichever occurs first.

Check the coolant level at each engine oil change. Level should be 1" below top of filler neck when cold. Add water or permanent anti-freeze as required to maintain proper level. Concentration of coolant should be to 0°F. or below to insure sufficient corrosion protection.

Drain and flush cooling system every 24 months. Fill with mixture of permanent type anti-freeze (GM 1899-M or equivalent) and water to provide proper concentration of coolant.

Each fall have your Chevrolet dealer inspect the cooling system to insure that all connections are leakproof and anti-freeze content will provide adequate protection in cold weather.

The radiator cap, a 15 lb. pressure type, must be installed tightly.

- To remove the cap; turn a quarter of a turn to allow the pressure in the cooling system to escape safely, then turn the cap all the way off.

CAUTION: *After a long hard drive or after driving during extremely hot weather, never attempt to remove the radiator cap until the engine has been stopped and allowed to cool for several minutes. Then carefully remove the cap as described above.*

To completely drain the cooling system:

Be sure to replace the drain plugs before refilling the cooling system.

The cooling system should be flushed with plain water after each coolant drain.

- All models—remove the radiator cap and the drain plug at the bottom of the radiator.
- Six Cylinder engine—remove the drain plug located at the left rear side of the block.
- Eight Cylinder engine — remove the drain plugs located on each side of the V-8 block just above the oil pan.

BATTERY CARE

Check the fluid level in each cell of your battery regularly. Keep filled with distilled water to the bottom of the split ring in the vent tube. DO NOT OVERFILL.

TIRES

The factory installed tires on your Chevy II are selected to provide the best all around tire performance for all normal operation. They are designed to operate satisfactorily with loads up to and including the specified full rated load capacity of your automobile when inflated as recommended in the tire inflation pressure table that follows.

Inflation Pressures

To ensure the proper tire inflation pressure for your particular requirements, follow the recommendations in the tire inflation pressure table. Keep tires properly inflated and check inflation pressures periodically. This will ensure you of the best tire life and riding comfort over the full range of driving conditions. When loads above average are carried use inflation pressure recommended for full rated load. Tire inflation pressures may increase as much as 6 pounds per square inch (PSI) when hot.

Optional Oversize Tires

Oversize tires are not necessary on passenger cars for normal requirements. However, an extra margin of tire service is available when this option is used at loads up to and including full rated load.

Optional oversize 4-ply rating tires are available on models as indicated in the table.

These tires are applicable to extended operation at or near full rated load or for trailer towing when an extra margin of tire service is desired. However, use of a larger tire should not be construed as permitting an increase in the full rated vehicle load over that specified in the table.

CHEVY II TIRE USAGE

ENGINE AND BODY STYLE	STANDARD	OPTIONAL
L-4, All Styles L-6, All except Station Wagon and Nova Super Sport	6.50 X 13	6.95 X 14
L-6, Nova Super Sport V-8, All except Station Wagon	6.95 X 14	—
All engines, Station Wagon	6.95 X 14 (8-Ply Rating, 4-Ply)	—

All tires listed are 4-ply rating, 2-ply unless otherwise specified.

Vehicle Capacity Rating and Recommended Tire Inflation Pressure (PSI Tires Cool)

		Average Load		Full Rated Load	
All Models Except Those Shown Below		1 to 5 Passengers (750# Load)		6 Passengers + 200# Trunk Load (1100# Load)	
	Ply Rating	Front	Rear	Front	Rear
Tire inflation pressure (PSI)	4	24	24	26	32
"Bucket Seat" Models		1 to 5 Passengers (750# Load)		5 Passengers + 200# Trunk Load (950# Load)	
	Ply Rating	Front	Rear	Front	Rear
Tire inflation pressure (PSI)	4	24	24	26	32
Station Wagons		1 to 5 Passengers (750# Load)		6 Passengers + 300# Cargo (1200# Load)	
	Ply Rating	Front	Rear	Front	Rear
Tire inflation pressure (PSI)	8	22	28	24	40

1. For continuous high speed operation increase tire pressures 4 pounds per square inch over the recommended pressure up to a maximum of 32 pounds per square inch cool for 4-ply rating tires or 40 pounds per square inch cool for 8-ply rating tires.
2. Over-inflation will adversely effect your tires, and the durability and riding comfort of your car.

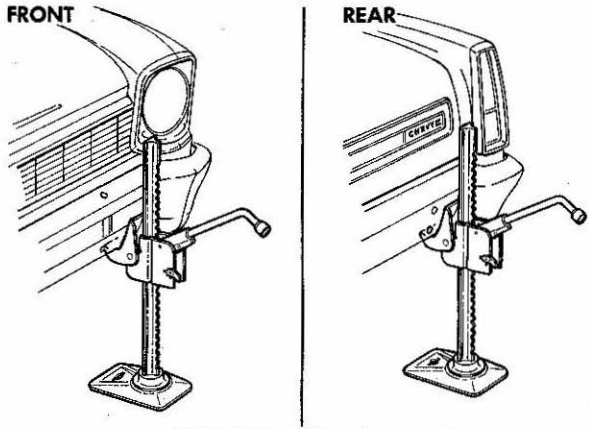
   Under-inflation will promote heat and abnormal wear.
3. Cool tire inflation pressure: after vehicle has been inoperative for 3 hours or more, or driven less than 1 mile.

   Hot tire inflation pressure: after vehicle has been driven 10 miles or more at 60-70 miles per hour.
4. Station Wagon loads should be distributed as far forward as possible.
5. Station Wagons with luggage racks do not have a vehicle load limit greater than specified.

Changing Tires

Position jack under bumper as shown. Set parking brake, place the transmission in PARK (automatic) or REVERSE (manual), block diagonally opposite wheel, remove hub cap and loosen wheel nuts. Set small lever on jack to UP position, and using the wheel nut wrench as the jack handle, raise car until the tire clears the ground. Remove the wheel and put on the spare, tightening the wheel nuts. Move the jack control lever to DOWN position and lower car one notch at a time until wheel touches the ground. Retighten wheel nuts and replace hub caps.

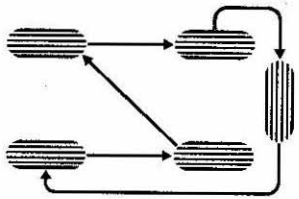
CAUTION: *Never run the engine with car on jack.*



POSITION JACK UNDER BUMPER JUST OUTBOARD OF BOLTS

Switching Tires

Rotate tires as shown every 6,000 miles to distribute wear over all five tires. This will help you to obtain maximum service from your tires.



RECOMMENDED SCHEDULE FOR PERIODIC MAINTENANCE AND LUBRICATION

The time or mileage intervals on the following pages are intended as a guide for establishing regular maintenance and lubrication periods for your Chevy II. Sustained heavy duty or high speed operations or operation under adverse conditions may necessitate more frequent servicing. To determine specific recommendations for conditions under which you use your car, consult your Authorized Chevrolet Dealer.

ENGINE OIL*

Engine oil should be changed at 60 day or 6,000 mile intervals, whichever occurs first.

NOTE: *For vehicles in heavy duty operation involving continuous start-stop or prolonged idling, engine oil should be changed after 2500-3000 miles of operation. The filter should be changed after 5000-6000 miles of operation.*

ENGINE OIL FILTER*

The oil filter should be changed at 6,000 miles or 6 month intervals, whichever occurs first. (See note above.)

VENTED OIL FILLER CAP*

Every 12,000 miles or 12 months—The vented oil filler cap (where used) should be cleaned.

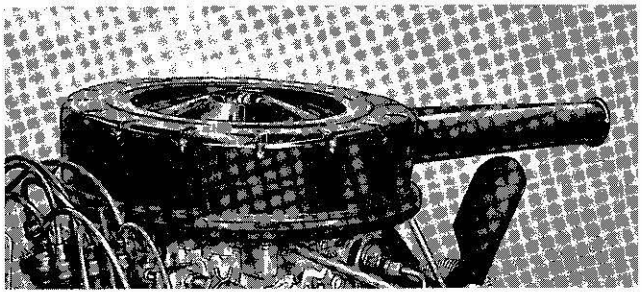
DRIVE BELTS

Every 6,000 miles—Inspect drive belts for wear, fraying, cracking, and tension. Belts which are in poor condition should be replaced immediately.

Check tension by applying moderate thumb pressure midway between pulleys. If the center to center distance between pulleys is 13 to 16 inches, the belt should deflect ½ inch. If the center to center distance is 7 to 10 inches, the belt should deflect ¼ inch. Loose belts should be retensioned to give the correct deflection.

*Under prolonged dusty driving conditions, it is recommended that these operations be performed more often.

AIR CLEANER CARE*



Paper Element Type—First 12,000 miles, inspect and test element, if satisfactory, element may be reused but must be rechecked every 6,000 miles thereafter. Element must not be washed, oiled, tapped or cleaned with an air hose.

Polyurethane Type—Every 12,000 miles clean element in suitable solvent such as Kerosene, squeeze out all solvent, then soak in engine oil and squeeze out. Then squeeze in a clean dry cloth to remove excess oil.

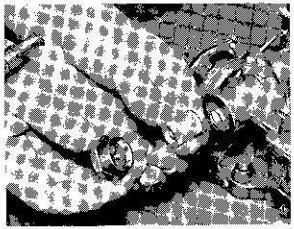
ENGINE TUNE-UP

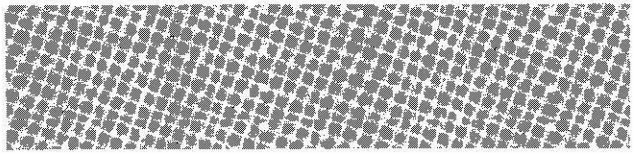
Every 12,000 miles—Have engine tune-up operations performed to maintain maximum engine performance and fuel economy.

*Under prolonged dusty driving conditions, it is recommended that these operations be performed more often.

FUEL FILTER

Replace filter element located in carburetor inlet if carburetor flooding occurs.





DISTRIBUTOR CAM LUBRICATOR

4 & 6 Cylinder Engines—Rotate cam lubricator 180° at 12,000 mile intervals—Replace at 24,000 mile intervals.

8 Cylinder Engine—Change cam lubricator end for end at 12,000 mile intervals — Replace at 24,000 mile intervals.

BATTERY

Every 6,000 miles — Clean terminals and oil felt washer.

BRAKES

Brake linings should be periodically inspected for wear. The frequency of this inspection depends upon driving conditions such as traffic or terrain, and also the driving techniques of individual owners. Your Chevrolet Dealer is best qualified to advise you as to how often this inspection should be performed. When brakes require relining use genuine General Motors Parts or equivalent.

Master Cylinder

Every 6,000 miles—Check fluid level and maintain ¼" below filler opening with GM Hydraulic Brake Fluid, Supreme No. 11.

Parking Brake Pulley, Cables and Linkage

Every 6,000 miles—Apply water resistant EP Chassis Lubricant to parking brake cable at cable guides and at all operating links and levers.

TRANSMISSION

3-Speed and 4-Speed

Every 6,000 miles—Check at operating temperature and fill as necessary to level of filler plug hole with SAE 80 or SAE 80-90 Multi-purpose Gear Lubricant meeting requirements of U.S. Ordnance Spec. MIL-L-2105-B.

Powerglide

Every 6,000 miles—Check fluid level on dipstick with engine idling, selector lever in neutral position, parking brake set and transmission at operating temperature. If fluid level is below full mark on dipstick, add small amount of Automatic Transmission Fluid. Use either General Motors Automatic Transmission Fluid (Part Numbers 1050012-3-4 available at your Chevrolet Dealer) which has been especially formulated and tested for use in your Automatic Transmission to provide maximum trouble-free operation or other approved Automatic Transmission Fluid Type "A" identified by the mark AQ-ATF followed by a number and the suffix letter "A".

Recheck fluid level on dipstick and again add a small amount of fluid if needed to bring level to full mark. DO NOT OVERFILL.

Lubricate Powerglide shift linkage at frame and transmission with water resistant EP Chassis Lubricant.

Every 12,000 miles (more frequently*, depending on severity of service, if vehicle is used to pull trailers, carry full loads during high ambient temperatures, operate in mountainous terrain or operate under other severe conditions)—Remove fluid from the transmission sump and add one and one-half (1½) quarts* of fresh fluid. Operate transmission through all ranges and check fluid level as described above.

REAR AXLE

Standard

Every 6,000 miles—Check and keep filled to level of filler plug hole with SAE 80 or SAE 80-90 Multi-Purpose Gear Lubricant meeting requirements of U.S. Ordnance Spec. MIL-L-2105B.

Positraction

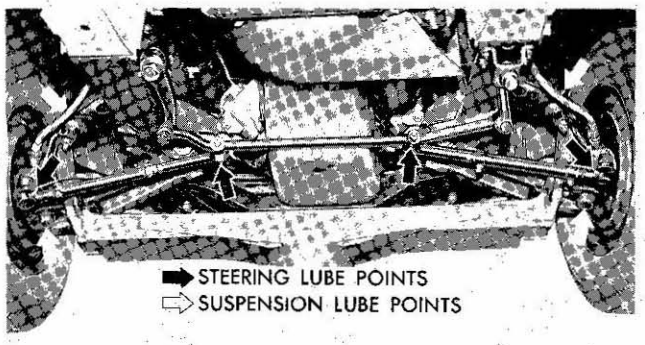
Same as standard axle but use only the special positraction lubricant available from your Chevrolet Dealer.

*Except if vehicle is equipped with transmission provided in heavy duty service options. If so equipped, drain converter and sump every 12,000 miles and add approximately seven and one-half (7½) quarts of fresh fluid.

FRONT SUSPENSION

Every 6,000 miles or 6 months—Lubricate 4 fittings with water resistant EP Chassis Lubricant.

Ball joints should not be lubricated unless their temperature is 10°F. or higher. During colder weather, they should be allowed to warm up as necessary before lubrication.



CLUTCH CROSS-SHAFT

Every 36,000 miles or sooner if necessary—Remove the plug, install a lubrication fitting and lubricate with water resistant EP Chassis Lube.

STEERING LINKAGE

Every 6,000 miles or 6 months—Lubricate fitting at each tie rod end (4 fittings) with water resistant EP Chassis Lubricant.

STEERING GEAR

Every 36,000 miles—Check steering gear lubricant level in the following manner:

1. Remove the forward and the outboard steering gear cover attaching screws.
2. Inject water resistant EP Chassis Lubricant into the forward cover attaching screw hole until lubricant begins to come out of the outboard screw hole.
3. Replace both cover attaching screws.

POWER STEERING PUMP

Every 6,000 miles or 6 months—Check level in pump reservoir. Fill pump reservoir as required with G.M. Power Steering Fluid or, if this is not available, Automatic Transmission fluid "Type A" bearing the mark AQ-ATF followed by a number and the suffix letter "A."

Oil should be at operating temperature and wheels in straight ahead position when checking or filling operation is performed to ensure against overfilling.

FRONT WHEEL BEARINGS

Clean, repack with a high melting point wheel bearing lubricant and adjust whenever the wheel and hub are removed.

AIR CONDITIONING

Have your Chevrolet Dealer check your air conditioning system at some time during the winter months to be sure there has been no loss in cooling output. During the summer, see your Chevrolet Dealer immediately if you suspect the system is not performing as it should.

Every week—during winter months—run the system for five minutes to insure proper lubrication of the seals and moving parts.

POSITIVE CRANKCASE VENTILATION (P.C.V.)

The Positive Crankcase Ventilation system, which is standard equipment on your vehicle, helps control air pollution caused by crankcase blowby gases. On cars without the P.C.V. system, these gases are released to the atmosphere through a road draft tube located on the underside of the engine. Since 1963 (1961 in California), the road draft tube has been replaced with a P.C.V. system that connects the crankcase and intake manifold of the engine. Exhaust blowby gases are returned through this system to the combustion chamber where they are reburned. Periodic inspection and required servicing of your P.C.V. system assures a cleaner, better-performing, longer-lasting engine and almost 100% elimination of any air pollution caused by crankcase blowby gases. A plugged P.C.V. system can cause condensation of blowby gases in the crankcase, resulting in the formation of acids, sludge build-up and oil dilution.

Every 12 months or 12,000 miles, whichever occurs first, the P.C.V. valve should be replaced. Also, all hoses and fittings should be inspected, cleaned and replaced, if necessary.

TRAILERS AND THEIR EFFECT ON CAR OPERATION

Chevy II passenger cars are designed primarily for passenger conveyance. However, it is well known that many owners do use their Chevy II to pull trailers, and when available trailer hauling options have been used, the owners have experienced very satisfactory service.

When a trailer is attached to a car, the car becomes not only a load-carrying vehicle, but a load-pulling vehicle. The demands of this type of operation are very different from those for which the automobile is primarily designed and may present problems, such as spring and tire loading, braking, cooling, lighting, and steering. However, careful driving practices and the use of factory-recommended options will better satisfy the requirements of trailer hauling.

If in the opinion of the manufacturer a part or component of a motor vehicle has been adversely affected by misuse of the vehicle with trailer loads, such part or component will not be covered by the manufacturer's warranty.

The size of and equipment for trailers, including such items as hitches and safety chains, brakes, lights, power-weight ratios and over-all length, are generally subject to safety regulations in all states, and it is the responsibility of the user to make certain that he is in full compliance with the regulations of the states in which he plans to operate with a trailer and of the Interstate Commerce Commission, if applicable, before doing so. Further, when operating a car with a trailer attached, the driver must realize that the performance, steering characteristics, and braking distance of his car have been altered, and that he must exercise greater caution to safely handle his car and trailer.

MINOR TROUBLE SHOOTING GUIDE

If your car acts in the following manner: (Check here in sequence shown for possible causes.)	FUEL SYSTEM AND ENGINE								ELECTRICAL SYSTEM									COOLING SYSTEM				
	Check Fuel Gauge	Flooded Carburetor	Empty Carburetor Bowl	Poor Fuel Supply to Carburetor	Idle Adjustment*	Automatic Choke*	Oil Level and Pressure	Condition of Air Cleaner	Malfunctioning Ignition Switch	Automatic Transmission Selector Lever	Check Spark	Battery and Connections	Generator and Voltage Regulator Connections	Coil and Distributor Leads	Starter Connections and Solenoid	Damp Electrical Connections	Generator Condition*	Radiator Water Level	Air Flow Through Radiator Restricted	Fan Belt Condition and Tension Adjustment	Cooling System Thermostat	Thorough Check and Tune-up Suggested*
On the following pages, see paragraph:	A	D	D	B-C-D	E	D E	L	E	F	F	K	G	G	J	H	I	G	M	N	O	P	
See information on page number:	8						9,26	32		6		39					9	27			40	
CAR WILL NOT START:																						
Engine Will Turn Over	1	4		3							6			2		5						7
Engine Will Not Turn Over									2	1		3			4							5
CAR WILL START—BUT:																						
Only After Repeated Tries																						1
Stalls in a Few Seconds			2	1	3																	
Stalls When Hot					1	2		3														4
Idles Rough					1			2														3
Engine Overheats																		1	2	3	4	
"Oil" Indicator Light Comes On							1															
"Gen" Indicator Light Comes On												3	2				4			1		

*See Your Authorized Chevrolet Dealer

MINOR TROUBLE SHOOTING PROCEDURES

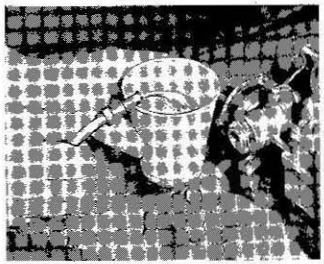
The chart on the previous page, and the information on the pages which follow, contains information designed to aid the average driver to discover, and possibly correct, conditions resulting in minor mechanical difficulties in his car. The chart, designed to point out possible solutions to several of the most common automotive malfunctions and point out a logical checking sequence, will lead step by step to the most likely causes and corrective procedures. If, after making the checks and adjustments suggested, the source of the trouble has not been found and corrected, it is strongly recommended that an Authorized Chevrolet Dealer inspect the vehicle and make whatever repairs or adjustments are necessary.

FUEL SYSTEM AND ENGINE

If the ignition switch will cause the engine to "turn over" or "crank" but the car will not start, check Steps A through D below.

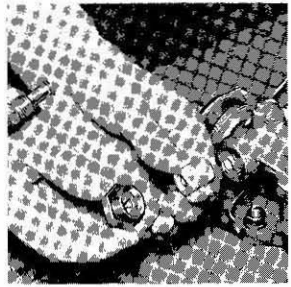
NOTE: *If Continual "flooding" of the carburetor is evidenced by a carburetor wet with fuel or black exhaust smoke, perform the operation suggested in paragraph D only.*

(A) The first and most obvious, and one of the most frequently overlooked, items to check when you have difficulty in starting your car is the amount of fuel in the tank. Make it a habit to check the FUEL GAUGE regularly and most especially at a time when the engine will "turn over" but will not start.



Checking Fuel Flow

(B) If the fuel tank is not empty, you may check further to see whether the fuel is reaching the carburetor. Disconnect the fuel line at the carburetor and remove the center wire from the coil tower. Place a jar or cup under the open line and briefly "crank" the engine by means of the starter. If fuel spurts from the fitting, you may assume that the FUEL LINES are clear and the FUEL PUMP is operating properly. If no fuel leaves the line, either the fuel lines or fuel pump are at fault. See your Authorized Chevrolet Dealer.



Fuel Filter

(C) Before reconnecting the fuel line to the carburetor, remove the FUEL FILTER from the carburetor inlet and check its condition. If it appears to be clean, replace it and reconnect the fuel line. If the filter appears to be plugged, clean it as well as possible by scraping out the foreign material and cleaning in a solvent. Then reinstall the filter. Replace the filter with a new one as soon as possible.

(D) If the fuel seems to be reaching the carburetor properly, the problem may be: an EMPTY CARBURETOR Bowl caused by a "stuck Shut" carburetor; a FLOODED CARBURETOR caused by a "stuck open" condition and evidenced by gasoline flowing down the outside of the carburetor; or a stuck CHOKE valve. Remove the air cleaner from the carburetor. Check that the choke valve moves freely and is not stuck. (Don't mistake normal spring tension for a stuck valve.) Tap the side of the carburetor sharply several times with a light tool such as a screwdriver handle or pliers. Replace the air cleaner and attempt to start the engine in the normal manner.

(E) If the car will start but stalls when hot or has a rough idle, you can suspect a faulty IDLE ADJUSTMENT, a malfunctioning AUTOMATIC CHOKE or an extremely dirty and blocked AIR CLEANER ELEMENT. Clean your air cleaner element if necessary. Idle adjustment or automatic choke service (other than that outlined in paragraph D) should be performed by your Chevrolet Dealer.

If the above Fuel System checks and the checks suggested under the Electrical System following do not correct the malfunction, it is recommended that you turn to your Authorized Chevrolet Dealer for further checks, adjustments or repairs.

ELECTRICAL SYSTEM

If, when the ignition key is turned to "Start," the engine will not turn over, you have good reason to suspect electrical trouble.

NOTE: Never remove delcotron **BAT** lead without first disconnecting battery ground cable.

(F) When there is no response at all to attempts to start the car, check the obvious—your AUTOMATIC TRANSMISSION SELECTOR LEVER must be in Neutral or Park position before the engine can be started. Turning the IGNITION SWITCH rapidly back and forth several times will sometimes correct a poor internal switch contact.

(G) The BATTERY may be discharged. If so, lights will be dim and the horn will have a poor tone if it will blow at all.

Usually a garage recharge will be necessary to return the battery to operation. Occasionally, however, a push start and long drive will recharge the battery.

NOTE: *If the battery is determined to be dead, and for no apparent reason, have your Authorized Chevrolet Dealer check the BATTERY, the GENERATOR and the VOLTAGE REGULATOR. GENERATOR trouble should already have been indicated by the generator indicator light on the instrument panel.*

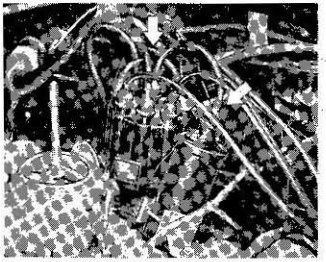
POOR BATTERY CONNECTIONS may be suspected if the car has operated properly a short time before and now not even the horn will operate. Check both ends of both battery cables. If the connections are corroded, a car may sometimes be restored to operation by removing all cable ends, scraping all contacting surfaces clean with a pen knife, and reassembling. If the cables are broken, they must be replaced. The power supply should now be restored unless the battery is dead.

(H) If, however, the lights and horn work properly but the starter will still not turn over, check the STARTER connections. A "click" from the starter solenoid indicates that the wiring to the starter is properly installed. If the wiring seems to be clean and tightly installed, the trouble is probably in the starter itself and should be referred to your Authorized Chevrolet Dealer.

When the engine will "turn over" but will not start, the following items may be checked along with the Fuel System Checks listed previously.

(I) With a clean dry cloth wipe the ceramic portions of the spark plugs dry. In particularly damp or rainy weather dampness may be the cause of not starting, especially when the engine is cold.

(J) Check the cables at the top of the distributor and coil as well as each spark plug cable for tightness.

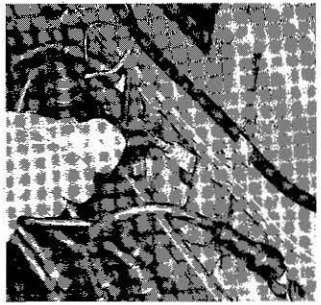


Distributor and Coil Cables

(K) If the car will still not start, check for spark at the spark plugs in the following manner:

Pull one of the spark plug wires off its spark plug. Insert a short piece of bare wire (such as

a bobby pin) between the rubber cup at the end of the spark plug wire and the tubular metal connector inside of it. **If the spark plug wire is wet or oily, wipe it dry. Wrap a dry handkerchief or facial tissue, folded several thicknesses, around the wire at least three inches back from the end and grasp the wire at this point.** Hold the bare wire about ¼ inch from the bare tip of the spark plug from which you removed the wire. When the engine is "turned over" a spark should jump across the ¼ inch space, indicating ample current supply. If no spark jumps, the difficulty is probably caused by a defective ignition part and should be corrected by your Authorized Chevrolet Dealer.



Checking Spark

COOLING SYSTEM

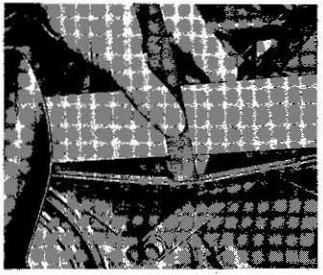
When the car will run but evidences serious overheating on the temperature gauge in the instrument panel, there are several items which may be checked.

(L) Engine overheating will occur when the OIL LEVEL falls dangerously low. Check the oil level as a matter of course.

(M) Low COOLANT LEVEL will, of course cause engine overheating. Determine the cause of the low coolant level and have it corrected if necessary.

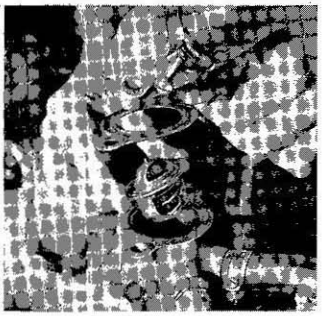
(N) Check the RADIATOR CORE. Clean it if it is plugged with bugs, leaves or other foreign material.

(O) Condition of the FAN BELT is very important, not only for engine cooling but also for proper generator operation. Check the condition of the belt. Replace it if it is worn or frayed. Loosen the generator bolts and move the generator toward the engine to remove and replace the belt. Tighten the belt, whether new or old, by loosening the generator bolts, prying with a bar on the generator until the belt is tensioned properly, then retighten the generator bolts.



Fan Belt Tension

(P) Another cause of engine overheating may be an inoperative COOLING SYSTEM THERMOSTAT. If the thermostat should fail in the closed position, it will not permit coolant to circulate through the system. In such an emergency the thermostat may be removed but should be replaced with a properly functioning thermostat as soon as possible.



Thermostat Installation

SERIAL AND UNIT NUMBERS

Car—Stamped on Vehicle Identification Plate attached to left front body pillar.

Body—Stamped on plate attached to cowl panel.

Engine—Stamped on boss on block.

6-Cylinder—On right side of block to rear of distributor.

4-Cylinder—On right side of block to rear of distributor.

8-Cylinder—On right side of block at front.

DIMENSIONS

Overall Length	183″
Height	55.1″
Width	71.3″
Wheelbase	110.0″

CAPACITIES

Gasoline Tank

All Models ..... Approx. 16 gal.

Crankcase (Refill)

4 Cylinder (with oil filter change)—1 pt. filter 4 qts.

6 and 8 Cylinder (with oil filter change—1 qt. filter ..... 5 qts.

Cooling System..	153 L-4	194 L-6	283 V-8	327 V-8
	9 qts.	230 L-6		
		11 qts.	17 qts.*	16**

Thermostat.. 180° (195° when Air Injection Reactor System is installed).

Radiator Pressure Cap ..... 15 lb.

*with air cond. add 1 qt.

**with air cond. add 2 qts.

BATTERY RATING

L4, L6, and 283 V8 engine equipped vehicles—12 volt, 54 plate, 44 amp/hr.

327 V8 engine equipped vehicles—12 volt, 66 plate, 61 amp/hr.

ENGINE SPECIFICATIONS

Engine Data	4 Cyl. Engine	6 Cylinder Engines		8 Cylinder Engines			
	153 Cu. In.	194 Cu. In.	230 Cu. In.	283 Cu. In.		327 Cu. In.	327 Cu. In.
Carburetor	1 Barrel	1 Barrel	1 Barrel	2 Barrel	4 Barrel	4 Barrel	4 Barrel
Horsepower	90 @ 4000	120 @ 4400	140 @ 4400	195 @ 4800	220 @ 4800	275 @ 4800	350 @ 5800
Torque	152 @ 2400	177 @ 2400	220 @ 1600	285 @ 2400	295 @ 3200	355 @ 3200	360 @ 3600
Compression Ratio	8.5:1	8.5:1	8.5:1	9.25:1		10.25:1	11.0:1
Bore	3.88	3.563	3.875	3.875		4.00	4.00
Stroke	3.25	3.25	3.25	3.0		3.25	3.25
Firing Order	1-3-4-2	1-5-3-6-2-4		1-8-4-3-6-5-7-2			

SPARK PLUGS

The following 14mm plugs are provided for Chevy II engines.

	Normal Service (Original Equipt.)	Continuous City Operation
153 L-4 Engine	AC-46N	—
194 & 230 L-6 Engine	AC-46N	—
283 V-8 Engine	AC-45	AC-45S
327 V-8 Engines	AC-44	AC-44S

TIRE INFORMATION

Complete tire information will be found on pages 28, 29 and 30.

FUSES AND CIRCUIT BREAKER:

A Circuit Breaker in the light control switch protects the headlamp and parking lamp circuits, thus eliminating one fuse. Where current load is too heavy, the circuit breaker rapidly opens and closes, protecting the circuit until the cause is found and eliminated.

Fuses, located in the Junction Block beneath the dash are:

Instrument and Clock Lights	3AG/AGC-	3 amp.
Tail, Stop, Dome Lights	3AG/AGC-	15 amp.
Radio	3AG/AGC-	3 amp.
Heater	3AG/AGC-	10 amp.
Air Conditioning (including Heater)	SAE-	20 amp.
Backup Light, Brake Signal Light	3AG/AGC-	10 amp.
Windshield Wiper Motor	SAE-	20 amp.

TURN SIGNAL FLASHER:

Type ..... Series 2-bulb

BULB SPECIFICATIONS

	Candle-power	Number
Headlamp		6012
High Beam	50W	(Sealed
Low Beam	45W	Beam)
Parking Lamp and Front Directional Signal	4-32	1157
Tail, Stop and Rear Directional Signal Lamps	4-32	1157
Back-up Lamp	32	1156
Instrument Lamps	2	1895
Turn Signal Indicator Lamp	2	1895
Temperature Indicator Lamp	2	1895
Oil Pressure Indicator Lamp	2	1895
Generator Indicator Lamp	2	1895
Headlight Beam Indicator Lamp	2	1895
Glove Box Lamp	2	1895
Dome Lamp	12	211
License Plate Lamp	4	1155
Radio Dial Lamp	2	1893
Brake Indicator Lamp	2	257

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	Price Each
ST-72 (1966) SERVICE MANUAL Includes on-the-car adjustment, maintenance and overhaul of minor assembles and specifications. (e.g. windshield washers, distributor, etc. Will handle most owner's requirements.)	**$4.25**
ST-56 (1965) SERVICE MANUAL*	**$4.25**
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ST-58 (1965) BODY SERVICE MANUAL*	**$4.50**

*Excluding 1965 Corvette (see following page)

AVAILABLE CHEVROLET SHOP MANUALS PRIOR TO 1949

The shop manuals listed below are out of print. The information contained in these shop manuals has been prepared on microfilm. We are able to produce a 35 mm positive film strip from this microfilm. The film can be viewed through any type of film viewer adaptable to 35 mm.

AVAILABLE FILMS

1919 Chevrolet Car Shop Manual
1923 through 1948 Chevrolet Shop Manuals
1934 through 1952 Truck Shop Manuals
Price $5.00 Each
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OTHER AVAILABLE MANUALS LISTED ON NEXT PAGE

OTHER AVAILABLE MANUALS

	FORM NO.	YEAR	PRICE EA.
CHEVROLET SHOP MANUALS	RS-34	(1949-54)	$4.00
	RS-57	(1955)	4.00
	RS-58	(1956*) Supplement	3.00
	RS-60	(1957)	4.00
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	RS-63	(1958)	3.50
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	ST-9	(1960-62*) Supplement	4.00
	ST-22	(1963)	4.75
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	H-20	(1965 w/'63 for complete coverage)	5.50
	ST-75	(1966 Supplement)	2.50
	H-55	(1966 w/'63 for complete coverage)	5.00
CHEVY VAN SHOP MANUAL	ST-36	(1964-65 Supplement)	3.00
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*Previous year model manual must be ordered with this supplement to obtain complete coverage.

**1961 Model manual must be ordered with supplement to obtain complete coverage.

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Detroit, Michigan 48207

FOR

(Name)

(Street Address)

(City, Zone, State)

Return Requested

CHEVROLET OWNER PROTECTION PLAN

The Chevrolet Motor Division considers it a most important obligation to offer each owner a recommended maintenance service guide which will relieve him of any anxiety and insure that his vehicle is regularly inspected and maintained.

Your Chevrolet dealer has presented you with a Chevrolet Owner Protection Plan Booklet. The recommended Maintenance and Lubrication Service items in this Booklet have been worked out by Chevrolet service personnel and cover items which are the owners responsibility to have checked, inspected, adjusted and lubricated at recommended time or mileage intervals.

If the services are carried out at the prescribed time or mileage intervals, wear and owner expense will be kept to a minimum. Additional services may become necessary as mileage accrues, however, the regular visit that you make to your Chevrolet dealer in following this Plan will point out desirable services as they become necessary.

In the event warranty repair is required on your Chevrolet, the Chevrolet Protect-O-Plate affixed to the back cover of your Protection Plan Booklet will assist in identifying you and your Chevrolet to your Chevrolet dealer.